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**CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT**

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1.

Czechoslovak military aircraft are not permitted to cross the borders and fly over any Satellite territory nor land at any airfield unless they have special permission to do so. Aircraft of any other Satellite, however, can fly over or even land in Czechoslovakia.

it might have come into effect at the same time as the rule forbidding glider pilots to cross any Satellite border, which was January 1952.

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the American pilots had it easy because when they crossed into CSR territory and were chased by a Czechoslovak jet, they just flew across to Poland where the Czechoslovak jet could not pursue them.

2.

once when the visibility was almost zero, ten Hungarian MIG-15's landed at a Prague airport (Kbely or Avia). The planes landed in groups of three; the group commander, a lieutenant colonel in the Hungarian Air Force, landed last.

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3.

a Soviet twin-turbojet flew over Czechoslovak territory on the 15th of every month, coming from the direction of East Germany and passing over Decin and Prague. The Czechoslovak jets tried to intercept the plane but when they drew close to it the Soviet plane would disappear at high speed. many people watching this demonstration thought that the Soviet plane was a US aircraft and that the Czechoslovak planes were trying to shoot it down. Actually, this was being done for

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training purposes. [redacted]

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4. At the time of the Berlin riots, in June 1953, approximately 60 Hungarian MIG-15's arrived in Prerov. (Czechoslovak pilots considered Hungarian pilots very good and admired their skill on this occasion.) Also at this time staff officers of the Hungarian Air Force passed through the Prerov railroad station, which was closed to the public at the time when the express train was due to pass through.
5. [redacted] a Czechoslovak pilot flying a MIG-15 shot down a Polish MIG-15 thinking it was a US aircraft; the pilot, however, parachuted to safety. The excuse given was that the cockpit of the Czechoslovak plane was not airtight, and therefore steamed up and decreased visibility. [redacted]
6. In November or December of 1953 [redacted] there was only one Czechoslovak jet plane equipped with radar and that this plane was moved from airfield to airfield.
7. [redacted] it was common knowledge in Czechoslovakia that US planes flew over CSR territory daily; they came from West Germany and flew in the direction of Poland.
8. [redacted] every man who wanted to become a pilot in Czechoslovakia had to have an affidavit (reverz) signed by four persons who would be prosecuted by a military court in the event that the applicant defected to the West. The applicant's children were permitted to sign the affidavit and if they were too young to write, their mother was allowed to sign for them. [redacted]
9. Since the escape of a commercial aircraft piloted by a Capt. Slovak,¹ military pilots have been instructed to shoot down any plane trying to escape to the West. They have been ordered not to aim at the fuselage but at the left wing close to the fuselage.
10. Czechoslovakia was divided into quadrants for the purpose of military aircraft spotting. Individual spotting units manned by military personnel were responsible for each quadrant. They reported every plane spotted in their quadrant to the spotting units of the quadrant toward which the plane was flying. [redacted]
11. The personal plane of the Minister of National Defense, General Dr. Alexej Cepicka, was a DC-4. When the minister arrived in Prerov by plane an armored car from Prague usually picked him up. The armored car looked like an oversized Skoda sedan and had heavy-duty tires.
12. Minister Cepicka came to Prerov about once each month. [redacted] the first time that Cepicka came to Prerov was on the occasion of a jet plane crash some time in October 1952.
13. [redacted]
- Comment: [redacted] probably referring to the so-called Freedom Plane which landed at Rhein Main airport in Frankfurt on 23 March 1953 and was piloted by Lieutenant Miroslav Slovak, flight captain.

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